In the Specification:

Please replace the paragraph beginning at page 2, line 17, with the following paragraph:

According to the invention, it is possible to achieve a case in which both opposite opening movements of the cover part can be effected with the same multi-link mechanism, whereby in each case hinges are used for both opening movements. Thus, no separate hinge arrangements are required for the opening for release of the passage opening for the roof, on one hand, and the movement for release of the loading opening for luggage, on the other. The overall design is thus considerably simplified; also the space requirement in the vehicle and the number of pivot points is minimized. The multi-link mechanisms can be assigned in a space-saving way to the sides of the vehicle without mechanical cross connections.

Please replace the paragraph beginning at page 3, line 5, with the following paragraph:

If each multi-link mechanism provides just one hinge more than is necessary for each of the two movement sequences, the number of pivot points is kept as low as possible, which further improves the simplicity and reliability of the design.

Please replace the paragraph beginning at page 3, line 16, with the following paragraph:

An advantageous and simple movement kinematic results if a four-bar linkage is active for each movement direction of the cover part, i.e. in total the link chain thus comprises at least five hinges.

Please replace the paragraph beginning at page 3, line 20, with the following paragraph:

In this case, hinges can be different types like, for example, revolute joints or prismatic joints.

Please replace the paragraph beginning at page 4, line 1, with the following paragraph:

In order to design the control of the individual movement sequences so that they are as simple as possible, the blocking of the redundant hinge necessary for the respective movement sequence can be effected mechanically in a guided way by a lock lever. This is especially

advantageous for reducing the number of moving parts that can be moved by a drive element which simultaneously serves to cause an opening movement of the cover part.

Please replace the paragraph beginning at page 8, line 7, with the following paragraph:

The moving mechanism 9 in this embodiment example comprises a bearing mount 12 on the body of which a drive element 13 and two control arms 14, 15 are held so that they can move by way of hinges 16, 17. The entire rear lid 6 can, therefore, be installed together with its moving mechanisms 9 as a module in body 5. A separate mounting of the drive element 13 is also conceivable. The bearing mount 12 also comprises a recessed crank 18 with a first arc segment 19 that follows a large radius and runs around the swivel axis 24 of a lock lever 22 that is explained further below and a second arc segment 20 that runs around the swivel axis of hinge 17.

Please replace the paragraph beginning at page 8, line 18, with the following paragraph:

In crank 18, a pin or axle journal 21 of the lock lever 22 is guided on which the drive element 13 engages on another mounting point 23 at a distance from guide 21. The lock lever 22 is connected to the control arm 15 outside the guide 21 on link 24 so that it can rotate with control arm 15. In addition, the end 25 of lock lever 21 that is turned away from guide 21 is provided for an adherence-activated engagement on a latch end 27 of another control arm 26.

Please replace the paragraph beginning at page 9, line 10, with the following paragraph:

On one hand, control arm 26 is held on lever 15 by way of hinge 28 and, on the other, connected on a cover-side bearing mount 29 so that is can swivel by way of hinge 30.

Please replace the paragraph beginning at page 9, line 19, with the following paragraph:

Another hinge 32 is assigned to the cover-side bearing mount 29 as a bearing point for the control arm 14 held on the other end on bearing mount 12 of body 5. This thus extends directly between body 5 and cover part 6, while in contrast the other arm 15 supported on bearing mount 12 extends between body 5 and intermediate hinge 28 and the lever 26 that is connected to its extends between this intermediate hinge 28 and the cover part 6.

Please replace the paragraph beginning at page 10, line 4, with the following paragraph:

In order to open cover part 6 from the closed position (Fig. 1), in the first movement direction in the direction of arrow 8 for releasing the loading opening for luggage (Fig. 2 to Fig. 4), or then to close it opposite the direction of arrow 8, the drive element 13 remains unmoved in its run-in position. Because of this, lock lever 22 is also forcefully held unmoved. Its bearing journal 21 is then forcefully held unmoved in section 19 of crank 18 and cannot move upward. Thus the lever 15 is prevented from a swivel movement because of the coupling of lock lever 22 in link 24. Its body-side hinge 17 is thereby blocked for this movement direction. Of the five hinges 16, 17, 28, 30, 32 of the multi-link arrangement 11 with the control arms 14, 15, 26, as well as the body-side bearing mount 12 and the cover part-side bearing mount 29, only the four hinges 16, 28, 30, 32 remain movable.

Please replace the paragraph beginning at page 10, line 18, with the following paragraph:

The opening can be driven by element 31 or during manual opening can be supported by it. During the opening of the cover part 6 in the direction of arrow 8, because of the blocking of hinge 17, only the control arms 14 swivel around hinge 16 in the direction of arrow 33 and control arms 26 swivel around the hinge 28 in the direction of arrow 34. In this process, they bring with it the bearing mount 29 connected to cover part 6 by way of hinges 30, 32 according to the known kinematics of four-link mechanisms.

Please replace the paragraph beginning at page 11, line 5, with the following paragraph:

Figures 9 to 11 schematically show the kinematics of the moving mechanism 9 again similar to Figure 2 to 4, but schematically and without the drives 13, 31 and without the lock lever 22 and its function. It is clear that for the direction of movement described, not all five hinges 16, 17, 28, 30, 32 are active, but only the four-hinge mechanism 16, 28, 30, 32 because of the blocking of hinge 17.

Please replace the paragraph beginning at page 11, line 12, with the following paragraph:

In contrast, in order to move the cover part 6 from the closed position (Fig. 1) in the second movement direction in the direction of arrow 7 to release the passage opening for the roof (Fig. 5 to Fig. 7), the drive element 13 drives out far enough (Fig. 5) until the pin 21 of the lock lever 22 that is moved along by the drive 13 by way of connection 23, enters into the second arc segment 20 of the crank 18. Because of this, when the piston of the drive element 13 slides out further, the bearing journal 21 in the crank 19 runs around the axis of hinge 17. In this way, lever 15 can be swiveled because of the coupling of lock lever 22 in link 24. Because of this, its body-side hinge 17 is released for this movement direction – in contract to above.

Please replace the paragraph beginning at page 12, line 4, with the following paragraph:

As can be seen in the first movement phase, in which the journal 21 still runs in the first, only slightly curved part 19 of the crank by the sliding out of the drive element 13 (transition from Fig. 1 to Fig. 5), at first the swivel movement of link 15 is still blocked. The consequence of this is that the lock lever 22 swivels downward a little in the direction of arrow 35 around link 24 in this phase and, with its head 25, comes in contact with a recessed area 27 of control arm 26. Because of this, its swiveling in the direction of arrow 34 around the intermediated hinge 28 is blocked. This blocking is maintained during the entire movement in this opening direction. Of the five hinges 16, 17, 28, 30, 32 of the multi-link arrangement 11, thus only the four hinges 16, 17, 30, 32 remain movable in this movement direction. The opening or closing can usually be caused completely by element 13. During opening of the cover part 6 in the direction of arrow 7, because of the blocking of hinge 28, only the control arm 14 swivels around the hinge 16 in the direction of arrow 33 and the control arm 15 around the hinge 17 in the direction of arrow 36. In this process, they bring with them the bearing mount 29 that is tightly connected to cover part 6 by way of hinge 32 and the control arm 26 that is now rigidly connected to control arm 15 and its hinge 30 according to known kinematics of a four-hinge mechanism.

Please replace the paragraph beginning at page 13, line 4, with the following paragraph:

Figures 12 to 13 again show the kinematics of the moving mechanism 9 similarly to Figures 6 and 7, but schematically and without the drives 13, 31 and without the lock lever 22 and its function. It is clear that for the direction of movement described here from the closing position according to Fig. 8 not all five hinges 16, 17, 28, 30, 32 are active but, because of the blocking of hinge 28, only the four-hinge mechanism 16, 17, 30, 32 is active. Therefore, in this cover part movement the control arms 15 and 26 act like a common control arm.

Please replace the paragraph beginning at page 13, line 13, with the following paragraph:

As above, the five-hinge mechanism 16, 17, 28, 30, 32 is also reduced to a four-hinge mechanism in this direction of movement, whereby instead of the blocking of hinge 17 in the opening and closing directions described above, in this case hinge 28 is blocked.

Please replace the paragraph beginning at page 13, line 18, with the following paragraph:

Instead of the reduction of a five-hinge mechanism to a four-hinge mechanism, it would also be possible, for example, to block an eight-hinge mechanism so it becomes an active seven-hinge mechanism or even to block several hinges and thus, for example, to reduce a six-hinge mechanism for a respective movement direction to a four-hinge mechanism to block at least one other hinge and for the opposite displacement of cover part 6.

Please replace the paragraph beginning at page 14, line 1, with the following paragraph:

As in the initial opening or the end phase of the closing according to Fig. 5, it becomes clear in comparison to the non-loaded and continuing closed position according to Fig. 1, that the design according to the invention also offers the possibility that the multi-link chain 11 can be moved during closing of the cover part 6 while the running in of drive element 13 can be moved into a pressure-loaded downward pressed position. Because of this, an especially reliable closing of lock 10 can be achieved so that even with movement 7 in the direction of release of the passage opening for the roof, this can be lifted completely out of the lock 10 with no problems

and the lock axis will not be needed as the swivel axis. In the position according to Figure 5 that is run through both during opening and during closing of cover part 6, lock lever 22 is moved downward a little around the link 24 in the direction of arrow 35 and, with its head 25, comes in contact with a recessed area 27 of control arm 26. Because of an excess dimension of head 25, the control arm 26 is simultaneously pressed downward around hinge 28 a little further in the direction of arrow 37 and in this process pulls the cover part 6 downward with it whereby it is pressed into the lock 10, which during closing causes the reliability advantages described above.